

HAWAIIAN GAZETTE

Entered at the Postoffice at Honolulu, H. T., Second-class Matter.
Semi-Weekly—Issued Tuesdays and Fridays.

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Subscription Rates:
Per Month \$.50 Per Month, Foreign..... .75
Per Year 5.00 Per Year, Foreign..... 6.00
Payable Invariably in Advance.

FRIDAY

SEPTEMBER 29.

ARTHUR W. PEARSON.

The grief of all those who are connected with the Hawaiian Gazette Company over the death of Arthur W. Pearson, its manager, will be shared by those who knew Mr. Pearson as a member of the business community, as a man and as a neighbor. In his relations with the town, with his vocation and with his family and friends, he suffered no reproach. Mr. Pearson took a vivid personal interest in the up-building and the civic righteousness of Honolulu and Hawaii and no good public cause appealed to him in vain. Indeed he went out of his way to serve it. As manager of the Gazette Company, handling a large payroll and an establishment which has some of its departments running for every hour of the twenty-four, he had engrossing duties, but he met them all with clearness of judgment and performed them with fidelity. Kindly and generous of nature he not only made friends easily but kept them.

During the later years of his most active life, Mr. Pearson knew that he was the victim of a fatal malady, but he held back his secret from those whom it would most distress and buried his own fears, if he had fears, in the absorbing work that fell to him. He was hardly ever heard to utter a word of complaint about his physical condition though often it seemed that he must be suffering keenly. When he left this office for the last time, he was exhausted and could do no more than keep up the battle for existence which he did with courage if not with hope. His death was not a surrender; his physical defenses had been carried by assault.

FROM ONE INDUSTRY TO MANY.

It would be interesting to know how much American money is behind the disturbances in Cuba. To create a form of anarchy which would compel the United States to intervene and lead in the end to annexation, would suit the sugar planters of Cuba, the strongest of whom are Americans, better than any other one thing. Then their enterprises would boom as never before, assuming that annexation should mean, as in the case of Hawaii, the Territorial form of government.

That Cuban annexation in some form will come, is manifest destiny and has been for sixty years. A war scare would make it a military measure. Sooner or later we shall have to face it. If, with that, preceding, accompanying or following it, we are to have free trade with the Philippines, the effect upon the cane industry of Hawaii and Louisiana would be disastrous. It may be years before the catastrophe comes—but who among us is sanguine enough to believe that it will not come at all?

It has been the history of Hawaii to depend upon one industry and lose it. First we sold sandal wood; then we were supported by the whaling business; both failed. Then came sugar and it is still the stay and prop of our social fabric. But when the tropical world goes into sugar, some of it commanding cheaper labor than ours, are we not, as a one-crop country, certain to meet the ancient fate of Jamaica? If so, what is our duty now? To wait until the disaster comes and then start in to build up new industries among the ruins of our capital or to begin now in the creation of enterprises that will save us, and sustain and more widely diffuse our prosperity, if sugar has to go?

Happily the men of light and leading in this Territory, who are not tied up to one crop, are starting diversified industries on every hand. Foreseeing they are forerunners. Sisal and pineapple ranches are being established; of pineapples the present year's output will be 50,000 cases from Oahu alone; tobacco has proved its case; so has vanilla. Rubber groves are growing as fast as the price of rubber is increasing; bananas sell at better figures and are a sure crop. It should not be a long process of evolution before the vast, vacant acres of all the islands will yield specialized export crops as well as the daily living of the farmers.

Here is the promise of the future already being realized. Every year from now ought to lessen the force of any catastrophe which may happen to sugar. The more farmers who come in and go to work the less interest will there be in the fluctuations of the sugar market; only a small class will feel a drop in our staple commodity, just as only a small class now feels a rise. Towards that ideal condition the Advertiser has been steadily working for three or four years and it is happy to report progress and the sloughing off of opposition.

FIRMER MONEY MARKET.

According to an article in Bradstreet's of September 9, the money market on the mainland is developing tightness. The situation is partly the consequence of a raise of the Bank of England's rate from 2½ per cent., as established on March 9, to 3 per cent. Demands from Argentina and other countries, it is said, necessitated an advance in the London rate, while the fact that Paris is bidding for the new gold which comes from South Africa lends force to the argument that fresh borrowings by Russia and the emission of a variety of other obligations are creating a situation which will cause greater demands for capital and thus justify the precautionary step which the administration of the Bank of England has just taken.

Upon this showing of the conditions on the other side of the Atlantic the following comments are made by Bradstreet's: "The warning thus given has not been lost upon the New York money market, which has been considerably firmer since the beginning of the present week, the rate for call loans having advanced to as high as 3 per cent., while time money is not so freely offered, the owners of capital being apparently impressed with the belief that they can obtain better terms by waiting. The fact that the surplus reserves of the New York banks, as shown by last Saturday's statement, are now down to \$5,498,000, as against \$47,503,000 at the corresponding period a year ago, also furnishes ample evidence that conservatism on the part of bankers will have to be observed. Many authorities, in fact, hold the opinion that the size of the crops and the high prices they command will render the autumnal outflow of money from New York to the interior so large as to eclipse all previous records. Up to the present time the net loss from withdrawals of money to western and southern cities amounts to over \$15,000,000, or more than double the outflow which occurred during the same period last year. This early beginning of the enlarged interior demand for money is, indeed, one of the striking features of the situation and doubtless has had much to do with determining the attitude of banking interests toward the speculative situation in Wall street. Under existing circumstances bankers are doubtless very unwilling to do anything which would assist in maintaining bullish activity in that quarter, especially as the stock market had of late given signs that the public were being attracted, and that an excited boom might be produced which would require a great deal of money to carry it on, and would at the same time present the additional danger of a probable collapse a little later on, just when business and the crop movement were in full swing, thus causing confusion and trouble in the business world."

Russian generals are boasting of what they would have done if the war had lasted. Why they didn't do it when the war was on, no one has yet told. At any time during three months past Gen. Linevitch was at liberty to march on the enemy. They were not far away.

As leader of the Home Rule piece club, Mr. Notley, who received his business education in Hilo, ought to make some fine connections during the coming year.

It is an old saying that everybody must eat a peck of dirt in his lifetime. Here you must drink one every few days.

The returning Russian troops will either make short work of the rioters or join them, it isn't quite certain which.

CANAL BENEFITS.

Every seaport city from Seattle and Tacoma to San Diego expects to become great because of the Panama canal; but few of them advance convincing reasons why this should be so. They talk much about selling coal, but the mere stopping of steamers for coal does not build up a country unless that country has mines of coal to exploit; but so far as good steam coal is concerned the American ports of the Pacific coast merely get it from foreign countries and sell it on commission or in a way equivalent to that.

This coal argument is used at length and with much display by the S. F. Merchants' Association Review under the headline "Panama Canal Will Make San Francisco the Key of the Pacific," the authority being William Barclay Parsons, consulting engineer of the Isthmian railway, etc. We quote: "I find few people even here who seem to appreciate the tremendous effect the Panama Canal will have upon San Francisco. This city will profit more by it than any other in the country. It will make San Francisco the key of the Pacific."

Every vessel from New York, New Orleans, Galveston, Baltimore, Boston, even from Hamburg or Liverpool, that uses the Panama Canal on a voyage to China or Japan, will pass almost within eyesight of the Golden Gate, and because of a commercial necessity, well recognized by shipping men, will have to stop at San Francisco.

Tramp steamers want cargo space—and it is the tramp we are interested in for commercial facilities—and they always endeavor to carry as little fuel as possible. Vessels from New York to the Far East today carry only enough coal to take them from port to port, and calculate upon stopping for more at Gibraltar, Algiers, Malta or Suez.

Vessels coming by way of Panama would coal at Colon; and the next port, and the last one, where they could take on fuel, would be San Francisco.

Hence every tramp steamer will stop at San Francisco, will pay tolls and purchase supplies, and will here offer exceptional trade facilities between Continental America and the Far East. Yet singularly enough, the public has apparently failed to grasp the Canal's importance to this city.

Why is it necessary for any steamer, running from Colon to the Asiatic coast to pass almost within eyesight of the Golden Gate? If coal is wanted why not swing over to Honolulu and get it, keeping on to destination? Granting that the great circle route would be a bit the shorter, yet the stormy seas in that region usually give the advantage to steamers traveling the calmer course in these waters. Mr. Parsons is wrong in saying that there is only one coaling port after Colon, that being San Francisco. If Honolulu is to be ruled out, what of San Diego where the Spreckels' long ago built gigantic coal bunkers? But why should Honolulu, with its direct coal connections with Australia, Japan and British Columbia, be ruled out at all? It is the natural stopping place, between Panama and Yokohama of trans-Pacific steamers.

The only real advantage to California from the Panama Canal, as we see it, is a decrease of freight rates due to steamers competing with the overland railroads. But even this may prove illusive if railway and shipping trusts work together.

As for Hawaii the peril of yellow fever will go a long way to mitigate our enthusiasm over the larger field opening for coal men and ship-repairers.

BACKING UP TO PORT.

Every now and then there comes a story from the deep sea which stirs the world to wonder. The tales of the far away forest of masts seen from the edge of the Sargasso Sea, the yarns of treasure-laden derelicts drifting for years unlooted—a thousand narratives now and again waken our curiosity or tickle our fancy.

But from New York comes a curt despatch relating as odd a voyage as any recorded.

"After being on the rocks in the Straits of Magellan from December 4th to March 23d, the steam freighter Cumbal, Captain Barry, managed to get off and make for Buenos Ayres, where she was temporarily repaired. Then she put out for New York, steaming stern forward most of the way, for the forward part of the bottom of the vessel had been left on the rocks, and sailing bow foremost caused her to leak heavily. The ship went into drydock at Erie basin, arriving five months overdue."

In this somewhat lubberly language we have indeed a novel yarn. We view the vessel steaming humbly backward, her lofty stern cleaving the waters and the cook smothered in the smoke from the funnel. The despatch concludes by stating that the only woman on board, the captain's wife, had such implicit confidence in her husband's ability that she "did not worry much." She may not have, but it is amazing that in the crowded Atlantic no other vessel sighted the Cumbal, lumbering astern, wallowing clumsily after her propeller. It is a remarkable fact, however, that these things never are seen by others and, like Job's servant, the miraculously saved mariner wanders in and says, "And I only am saved alone to tell thee."

THE WILLIAMSON CONVICTION.

The third trial of Congressman J. N. Williamson of Oregon has resulted in a conviction. Williamson was charged with perjury and subornation of perjury in land deals by which the government was defrauded. He must now take his place with the disgraced Senator John H. Mitchell, whose varied life is ending in solitude and wretchedness.

This conviction practically closes an investigation by the government which has upset two states. Others of minor importance there are who will be tried for their part in this great scandal. But the senator and the congressman were the special objects of attack.

In many ways this has been a most remarkable series of trials. The prosecuting attorney, Francis J. Heney, is an ardent Democrat whose career in Arizona was marked by his killing of a man who defamed a woman. President Roosevelt has trusted him implicitly and on his representations has summarily dismissed U. S. District Attorney John H. Hall and U. S. Marshal Walter F. Matthews, both too lenient to the guilty.

With Congressman Williamson's conviction Mr. Heney is now on top. It may well be true that he is the next governor of California, as the San Francisco Examiner suggests.

In case of Hawaii making a protest at Washington against Philippine free trade, who is going to voice it?

Horse-racing by clean sportsmen, conducted as they always did it, ought not to disappear from the limited calendar of Hawaiian sports. True, there is now no available track behind fences, but it would be easy to get one within reach of the business section of the town. We understand that the Rapid Transit Co. has fifteen acres on King street makai the baseball grounds and adjacent to McKinley park where a suitable half-mile track could be laid out. McKinley park itself could probably be had at cost. The land is of small value for agriculture or residences, but with its coral bottom, insuring a hard roadbed and good drainage, it would be ideal for racing purposes. Apparently there are enough lovers of the legitimate turf in this place and money enough among them to restore horse-racing to its ancient prestige.

COLORADO AS A SUGAR PRODUCER

"The growth of the sugar industry in Colorado has been and promises to continue to be something phenomenal. Six years ago no sugar was produced there, and yet the value of the crop of last season exceeded \$6,000,000, and the crop of this season promises to be considerably larger," says the Louisiana Planter. "As a mining state in the palm days of silver, back in 1876, when Colorado was admitted into the Federal Union as the centennial state, it was to silver that Colorado looked for revenue and for wealth. The vast output of silver from about Leadville made Colorado rich. With the decline in silver the miners of Colorado turned their attention to gold mining, and that has become as large an industry, so far

as value of output is concerned, as was silver in former years. The wealth of Colorado, however, lies in its soil, and in the neighborhood of Grand Junction alone there are 6300 acres in sugar beets. Irrigation has converted thousands of acres of unproductive lands into green fields of growing beets, and while the veins of silver and gold may give out, vegetable life is an assured fact in the presence of adequate sunshine and moisture, and these they have in Colorado. Colorado now promises to produce within a few years beet sugar to such an extent that its value will surpass the mining record of its palmiest days. Even this year the acreage in beets is estimated at 96,200 acres, from which it is hoped to harvest about 1,000,000 tons of beets, and that these beets will make about 120,000 short tons of sugar. This expected crop should realize about \$16,000,000, and they are only beginning. In fact, the only limit to beet-sugar production in the mountain states is that of available labor.

LOCAL BREVITIES.

(From Wednesday's Advertiser.)

Associate Justices Hartwell and Wilder are expected from the Coast today. J. W. Keiki has been authorized to issue licenses for marriages on Oahu. Mr. C. M. Lovested, Manager of the Gregg Co., Ltd., left on the Sonoma for a business trip to Newburg, N. Y. Assistant Superintendent of Public Works J. H. Howland will leave for his home in Massachusetts on a leave of absence.

The Parker ranch case was continued before Judge Lindsay yesterday with E. P. Low on the stand. Various questions of horse breeding were raised.

A new ruling about the regular accounting of administrators of estates has been approved by the Circuit Judges with the object of correcting abuses.

Hawaiians belonging to Kaneohe and Heala have made application to the Governor for homesteads in a remnant of public land known as Honolulu.

County Treasurer Trent has refused to pay a warrant for \$14.25, drawn to W. L. Frazer, Superintendent of Electric Lights, on the ground that it is a blanket warrant.

The contractors doing the dredging and blasting on the old Pacific Mail slip have been warned by the Department of Public Works that they are liable for damage done buildings by the explosions. The Kapiolani estate building's vault is said to have been injured.

Deputy Attorney-General M. F. Prosser went to Kaula yesterday to argue the taxation matters between the Territory and the County of Kaula. The question in point is whether one-half the taxes levied on corporations mostly interested in Kaula shall be paid to the county or to Oahu.

(From Thursday's Advertiser.)

R. C. A. Peterson will return to Honolulu on the steamship Manchuria.

T. C. Ballentine, brother of Manager Ballentine of the Rapid Transit Co., is seriously ill.

Fred Alexander of the firm of the J. A. M. Johnson Co. returned yesterday on the Sierra from a business trip to the Coast.

Capt. H. H. Smyth, Judge A. A. Wilder, Jos. P. Mendonca, Mrs. Milus W. Parkhurst, Mr. and Mrs. C. Maertens and child and Dr. and Mrs. Jas. Maloney and child, were lately at Byron Hot Springs.

Abram Kaulukou, son of Judge Kaulukou, returned on the Sierra yesterday, having completed a three year's course in law at Yale. He will engage in practice here and expects to hang his shingle out in a few days.

High Sheriff James J. Peterson of Manila, P. I., and daughter, Mrs. Brooks, through passengers on the Doris yesterday, were entertained by Mr. and Mrs. L. Tenney Peck. Mr. Peterson is from West Virginia.

Frank J. Donnerberg and Lizzie E. Ferrell, of Portland, Ore., were married on September 9 at Astoria, where they will make their home. Mr. Donnerberg was connected with Wichman & Co.'s jewelry store for several months, leaving last year.

Edward Pollitz, the San Francisco broker, arrived in the Sierra, bringing word that the Hutchinson Plantation Co. is going to have its next crop refined at the Honolulu Plantation Co.'s mill. Mr. Pollitz looks for four cent sugar the coming season.

Dr. and Mrs. W. D. Alexander have returned from Maui.

Ground has been broken for the Wailuku Sugar Co.'s new mill.

A broken axle on a King street car put that line out of joint for an hour or two yesterday evening.

Rev. O. P. Emerson, who arrived from Maui yesterday, will shortly leave for the mainland on a vacation.

H. P. Wood, the secretary-elect of the Hawaii Promotion Committee, will arrive in the Alameda on Friday next.

The Supreme Court adjourned yesterday afternoon sine die, which means until the opening of next annual term.

The dredger Pacific will arrive from San Francisco next week. She will be started to work on the Alakea street slip.

Mr. and Mrs. H. E. Gares, D. L. Austin and Irwin Spaulding have returned from a successful deer chase on Molokai.

H. L. Kerr is drawing plans for a business block projected by McCandless Bros. on the corner of King and Bethel streets.

Superintendent of Public Instruction Davis was notified yesterday by a wireless telegram from Principal C. A. MacDonald of Lahainaluna Industrial School that Harlan Roberts, formerly instructor in the Indian Training School at Tucson, Arizona, had reported for duty. Professor Roberts will teach manual training.

A few nights ago a timber wolf visited the barn of John O'Brien, on the Glick farm, in Atchison County, and killed his dog and several pups. It then attacked the members of the family and forced them all into the house. O'Brien, who had been at some of the neighbors', came home about 9 o'clock in the evening, and the wolf made a dash for him, but he had the wagon neckyoke in his hand and knocked it down. This was repeated several times, when the folks at the house came to his assistance, and the wolf was killed. It was one of the biggest ever seen in the county.—Troy (Kan.) Chief.

NOT IF AS RICH AS ROTHCHILDS.

If you had all the wealth of Rothchilds, you could not buy a better medicine for bowel complaints than Chamberlain's Colic, Cholera and Diarrhoea Remedy. The most eminent physician can not prescribe a better preparation for colic and diarrhoea, both for children and adults. The uniform success of this remedy has shown it to be superior to all other. For sale by all dealers and druggists. Benson, Smith & Co., Ltd., Agents for Hawaii.

BUSINESS CARDS.

H. HACKETT & CO., LTD.—General Commission Agents. Queen St., Honolulu, H. I.

A. SCHAEFER & CO.—Importers and Commission Merchants, Honolulu, Hawaiian Islands.

EWERS & COOKE.—(Robert Lawler, P. J. Lowrey, C. M. Cooke)—Importers and dealers in lumber and building materials. Office, 414 Fort St.

HONOLULU IRON WORKS CO.—Manufacturers of every description made to order.

HONOLULU STOCK EXCHANGE.

Honolulu, September 28, 1905.

NAME OF STOCK	Capital	Val.	Bid.	Ask
MERCANTILE				
C. BREWER & CO.	\$1,000,000	100		
SUGAR				
Ewa	5,000,000	20	27	27 1/2
Haw. Agricultural	1,500,000	100	105	
Haw. Com. Sugar Co.	10,000,000	100	80 1/2	81
Hawaiian Sugar Co.	5,000,000	100	14 1/2	15
Honolulu	700,000	100	14 1/2	15
Honolulu	2,000,000	100	16	
Honolulu	500,000	100	25 1/2	26 1/2
Kahuku	500,000	100	75	
Kihiti Plant. Co. Ltd.	7,000,000	50	75	
Kipahulu S. P. Co.	150,000	100	110	
Koloa	500,000	100	8	8 1/2
McKee Sugar Co. Ltd.	2,500,000	20	6	
Oahu Sugar Co.	2,000,000	100	110	
Oahu S. P. Co.	1,000,000	100	20	
Oakula	500,000	100	15	15 1/2
Ola Sugar Co. Ltd.	5,000,000	20	10 1/2	
Oloahua S. P. Co.	150,000	100	22	
Paele Sugar Co.	500,000	100	10 1/2	
Paele S. P. Co.	750,000	100	115	
Papeete	750,000	100	140	145
Pioneer	2,750,000	100	115	
Sisal S. P. Co.	4,500,000	100	68	70
Waialua	700,000	100		
Waialua Sugar Co.	800,000	100		
Waipahoehoe	250,000	100		
Waimea Sugar Mill	125,000	100	60 1/2	65
MISCELLANEOUS				
Inter-Island S. S. Co.	1,500,000	100	110	
Haw. Electric Co.	500,000	100	105	
H. R. & L. Co. Ltd.	1,250,000	100		
H. R. & L. Co. Ltd.	150,000	100	87 1/2	
Mutual Tel. Co.	150,000	100	85	
O. K. & L. Co. S. P.	4,000,000	100	89	
Hilo H. R. Co.	1,000,000	20		
Honolulu Brewing & Malting Co. Ltd.	400,000	20	23 1/2	24
BONDS				
Haw. Ter. 4's & 5's (Fire)	315,000		100	
Haw. Ter. 4's p. c.	2,000,000		100	
Haw. Gov't 4's	800,000		100	
Cal. & Haw. Sug. Ref.	1,000,000		100	
Cal. S. P. Co.	222,000		100 1/2	
Haw. Com. & Sugar	1,800,000		100 1/2	
Haw. S. P. Co.	500,000		100 1/2	
Hilo H. R. Co. S. P.	1,000,000		100 1/2	
Hon. H. T. & L. Co.	700,000		100	
O. H. & L. Co. S. P.	2,000,000		100	
Oahu Sugar Co. S. P. Co.	750,000		100 1/2	
Ola Sugar Co. S. P. Co.	1,250,000		100 1/2	
Paele S. P. Co.	750,000		100 1/2	
Pioneer Mill Co. S. P. Co.	1,250,000		100 1/2	
Waialua S. P. Co.	1,000,000		100 1/2	
Waipahoehoe S. P. Co.	750,000		100 1/2	

SESSION SALES.

(Morning Session.)

10 Hon. R. T. & L. Co. Com., 63.50; 55 Ewa, 27.50.

SESSION SALES.

(Afternoon Session.)

None.
SALES BETWEEN BOARDS
50 Hon. B. & M. Co.; 23.50; 150 Hon. B. & M. Co.; 24; 50 Waialua, 70; 40 Waimea, 60.

LOCAL OFFICE OF THE UNITED STATES WEATHER BUREAU.

Alexander Young Building, Honolulu,
Thursday, September 28.

TIME	TEMP.	WIND	WIND VELOCITY	WIND DIRECTION	WIND FORCE
Hour	Max	Min	Mean	Direction	Force
1900	79.00	85	70	12	70
1901	80.00	88	76	10	76
1902	80.00	85	75	10	75
1903	80.00	81	71	75	81
1904	79.84	83	78	78	81
1905	80.62	83	78	78	81
Avg	79.9	82	78	15	78

ALEX. M'C. ASHLEY, Section Director.

METEOROLOGICAL RECORD.

Issued by the U. S. Weather Bureau
Office Every Sunday Morning.

Day	Sept.	MEAN RANDOM	THERM.				WIND			
					Rainfall to 3 p. m.	Humidity	Average Cloudiness	Direction	A. V.	
			Max	Min						
Aug 27	17	80.02	79	72	.00	73	5	17	NE	10
18	18	80.02	79	74	.00	70	5	17	NE	10
19	19	80.02	81	72	01	64	5	17	NE	10
20	20	80.02	81	72	08	68	5	17	NE	10
21	21	80.02	81	72	09	68	5	17	NE	10
22	22	80.02	81	69	.13	70	5	17	NE	10
23	23	80.02	81	68	.16	70	5	17	NE	10